



Association of
Metropolitan
Planning
Organizations

The **BASICS** Act

AMPO Update

April 8, 2026



Reauthorization 101



Process by which transportation funding and policy are authorized



Occurs Every 5-6 years (current bill – IIJA – expires end of FY 26)



Federal Transportation funding is guaranteed through reauthorization
(funding comes from the Highway Trust Fund)



Committees:

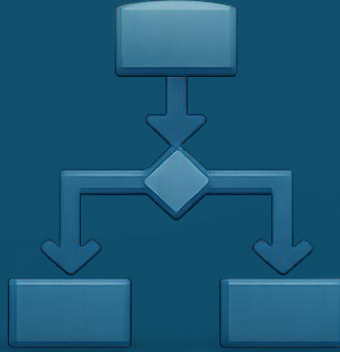
House: T&I – Policy; Ways & Means – Funding; Science – Research**

Senate: EPW – Highway; Banking – Transit; Commerce – General*/Research*/Safety

Reauthorization Shapes the Infrastructure Market



Funding Flow



Governing

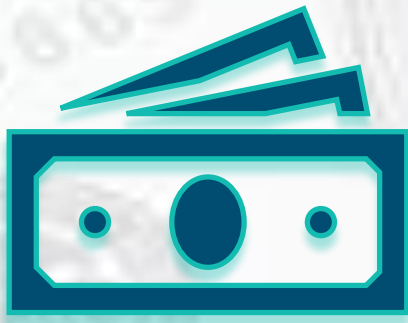


**Concept to
Construction**

IIJA Funding

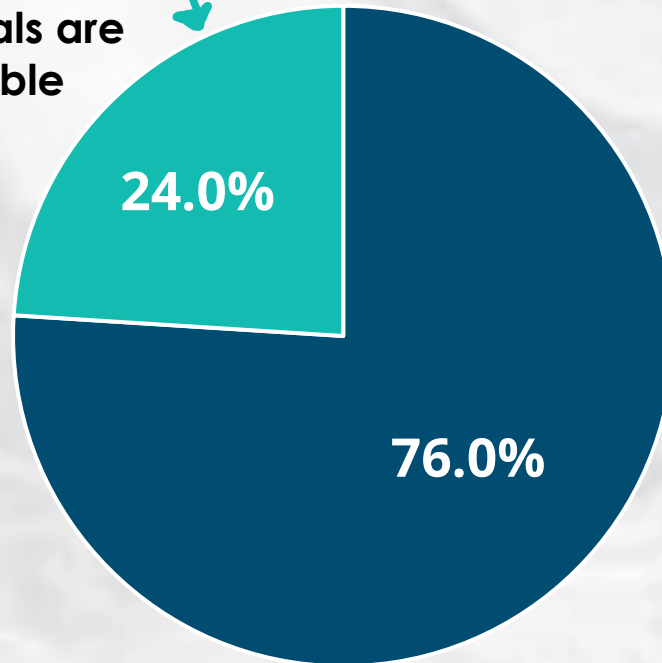
Total Funding FY22 – FY26

\$567 billion
in surface
transportation



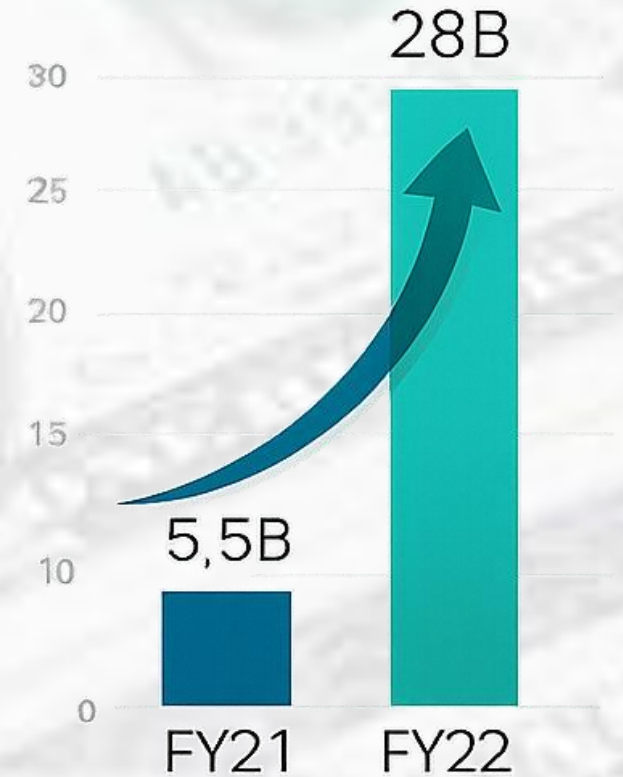
Total Funding Split FY22 – FY26

Regions &
Locals are
eligible



■ Formula ■ Discretionary

Discretionary Funding FAST ACT → IIJA/BIL



How the BASICS Act fits into Reauthorization



Congress is currently working on the next surface transportation reauthorization (IIJA was the last surface bill – Expires Sept. 30)



We expect Congress to release legislative text this Spring



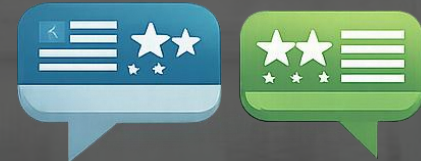
The BASICS Act is AMPO's and the LOT Coalition's marker bill for the next surface transportation reauthorization



Signals the priorities of local and regional governments



Part or all of the bill could be included in the surface bill – not guaranteed



BASICS has been introduced in the House but still needs your support

Chairman Graves Vision for Reauthorization



“In the next surface transportation reauthorization bill, **we’re going back to basics.** After recent years of expanding and creating more programs, spending money we don’t have, and losing money to project approval inefficiencies, **we can and must focus on our most fundamental infrastructure needs.**”



Less expansive reach than IIJA



Less discretionary money/programs



Greater focus on roads and bridges



Focus on safety, streamlining, and project delivery

The BASICS Act (H.R. 7437)

- ✓ Support the needs of over **25,000 cities, towns, counties, RTPOs, MPOs, regional councils**, and communities nationwide
- ✓ Based extensive **input and experience** from local and regional governments.
- ✓ Reflective of **congressional direction**
- ✓ Includes **AMPO's legislative priorities**
- ✓ **Local Officials in Transportation (LOT) Coalition** marker bill supported by AMPO, NARC, NLC, USCM, NACO, NADO, NACE, and APWA

(Original Signature of Member)

119TH CONGRESS
1ST SESSION

H. R. _____

To improve Federal transportation programs, and for other purposes.


IN THE HOUSE OF REPRESENTATIVES

Ms. McDONALD RIVET introduced the following bill; which was referred to the
Committee on _____

A BILL

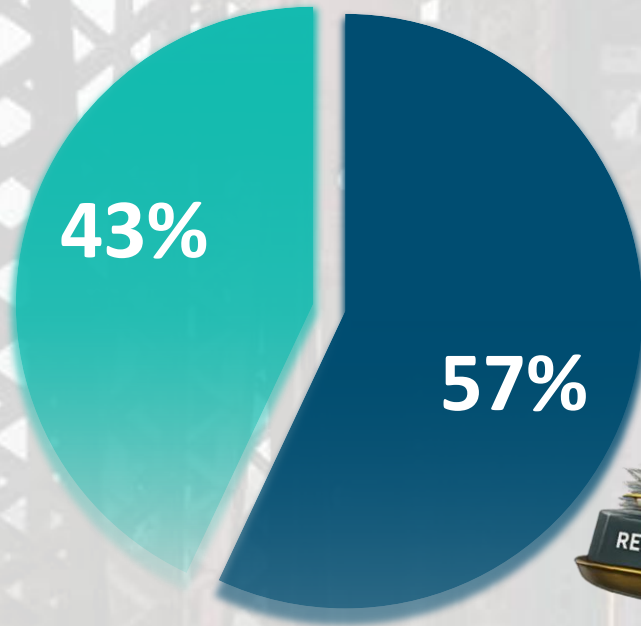
To improve Federal transportation programs, and for other
purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 **SECTION 1. SHORT TITLE.**
4 This Act may be cited as the "Bridges And Safety
5 Infrastructure for Community Success Act" or the "BA-
6 SICS Act".
7 **SEC. 2. DEFINITIONS.**
8 In this Act:

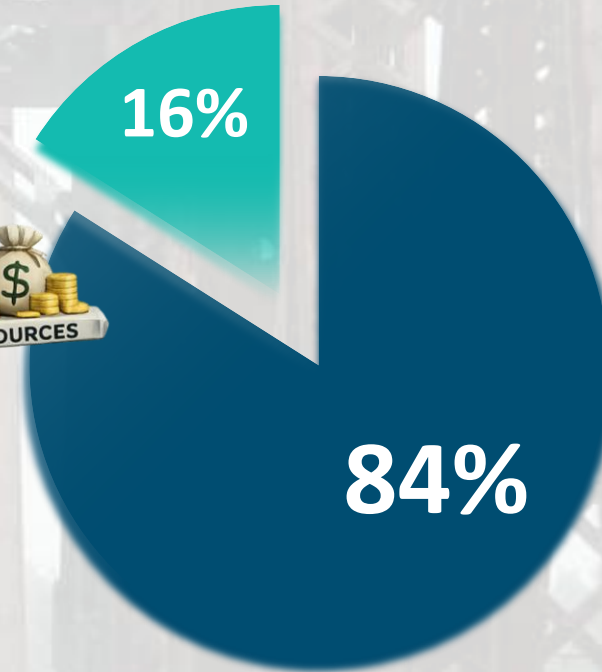


Local Governments own
43% of the Federal-Aid
Highway System and **75%**
of all U.S. Road Miles

Yet Communities Only
See **16%** of the Federal-
Aid Highway Funding



■ States ■ Locals

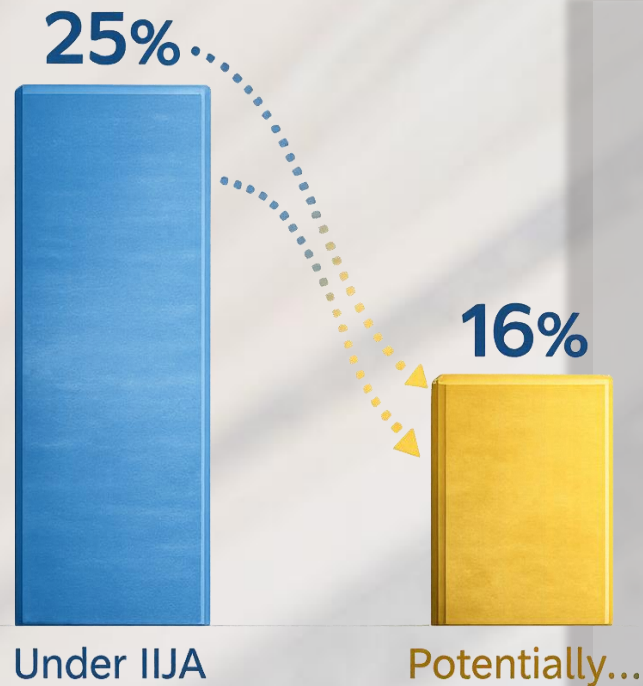


■ States ■ Locals

Responsibility ≠ Resources
*The distribution is out of **balance***

Protect Regional & Local Access

IIJA increased access — reauthorization could reverse that



If Congress shifts funding from discretionary programs to formula **without** requiring suballocation to regions...

Local governments could lose access to funding that previously flowed to them under the IIJA,

Roughly **25%** of total federal transportation funding.

Bridges And Safety Infrastructure for Community Success Act BASICS – H.R. 7437

- **Modernizes Planning Funds (PL)**

- Increases PL Funds (2.5% of the overall program)
- 100% Federal Share
- MPO Option to be Direct Recipient of PL funds
- Expands Eligibilities

- **Increases Surface Transportation Block Grant (STBG) Overall Funds**

- **Increases Highway Safety Improvement Program (HSIP) Funds**

- Includes 25% Suballocation

- **Continues Bridge Formula Program**

- Includes 25% suballocation

- **Reaffirms MPO Project Selection**

- **Strengthens Consultation in areas below 50,000 in Population**

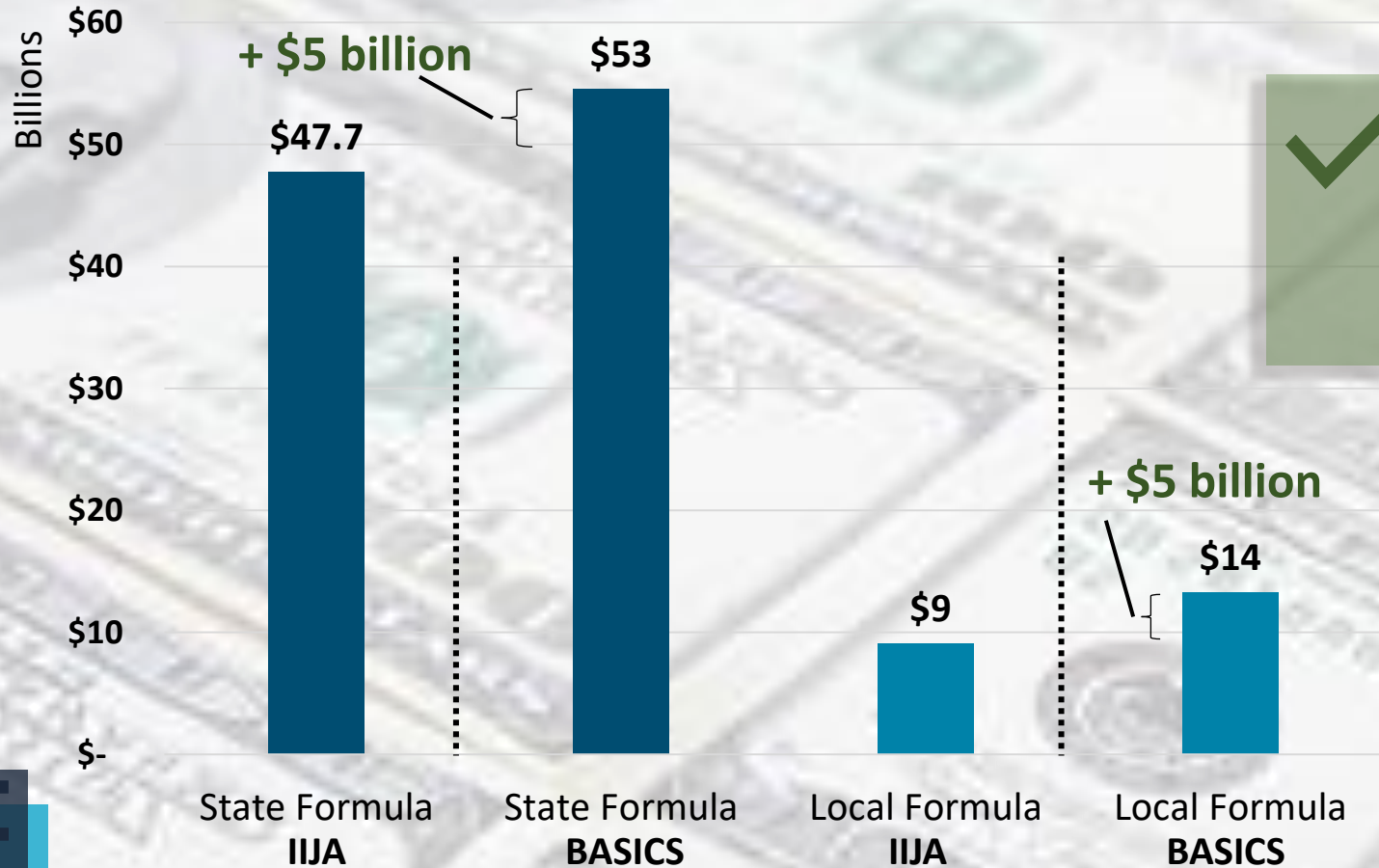
- **Federal Financial Management System (FMIS) Access**

- **Suballocated Funds Protected from Transfer**

- **Funding for Regional Transportation Planning Organizations (RTPOs)**



Funding Changes



 **What the BASICS Act does**

- Increases guaranteed funding for local governments AND states.

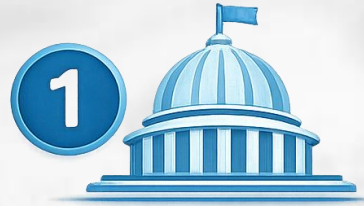


 **What this does NOT do**

- Decrease state funding

Funding Assumptions

How formula funding is modeled under BASICS → Fiscal Year 2027



1

Baseline Highway Trust Fund → **\$80 billion**



2

Inflation Adjustment → **\$2 billion**



3

Consolidation of Programs

The LOT Coalition does not advocate for consolidating competitive grant programs – we make this assumption based on the messaging we have heard from Congress

→ **\$2.5 billion**



4

Safe Streets and Roads for All & Bridge Program Shift to Formula → **\$6.5 billion**

BASICS reflects anticipated Congressional direction in the next reauthorization bill

So, What Happens?



State funding increased by \$5 billion, resulting in an **11%** boost in the formula funding allocated to states



Guaranteed local funding increased by \$5 billion, allowing for more predictable investment in regional and local projects



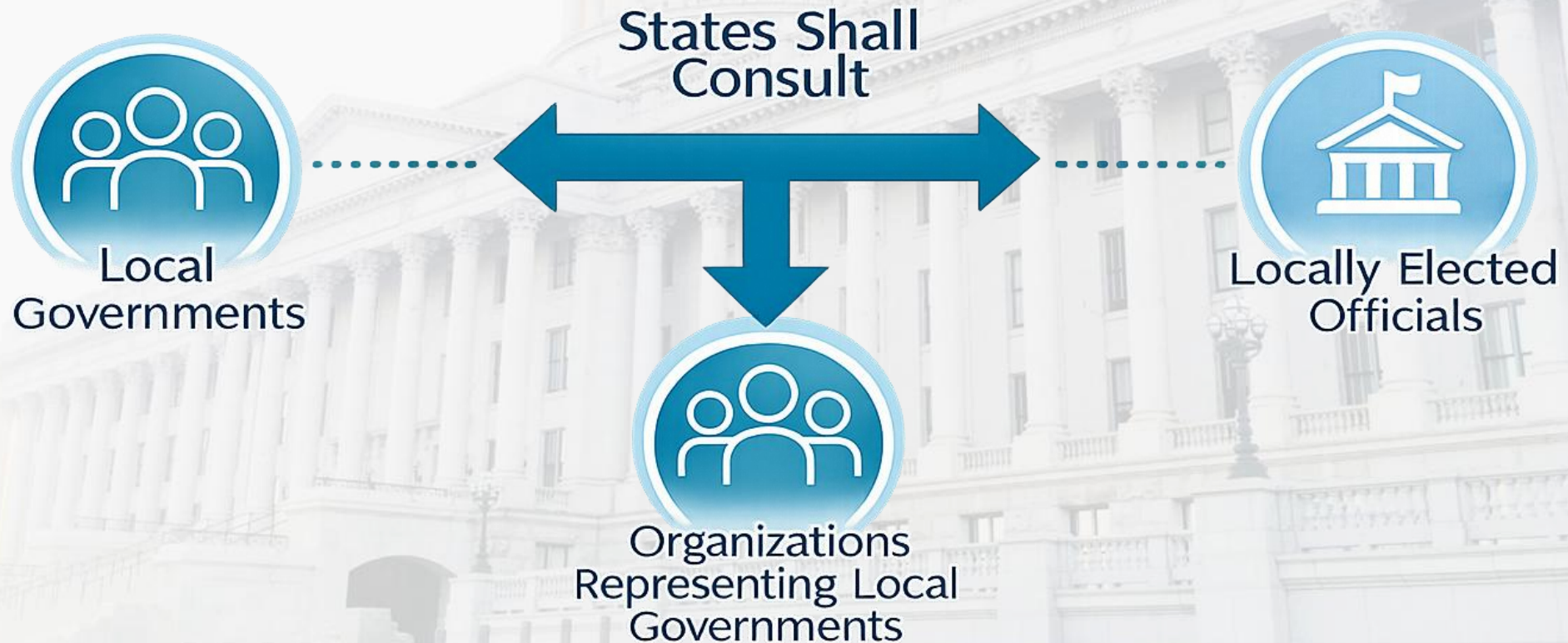
Metropolitan Planning (PL) funding increased to 2.5% of the Federal-Aid Highway Program, supporting project delivery.



Bridge Formula Program and SS4A are integrated into the core formula program structure.

Surface Transportation Block Grant (STBG) Program Local Consultation Changes

To obligate funding to areas with populations less than 50,000 and not represented by an RTPO



The Bridge Formula Program

Renamed the “Strengthening Bridge Formula Program”

- **Funding:** \$5.5 bn/yr (2027 – 2031)
 - **Minimum:** \$45 mil/yr to a state
 - **Off-System Bridges:** 100% Federal Cost Share
 - **Suballocation:** 25% based on population (STBG style) →
- **100% federal cost share** for off-system bridges
- Places greater **emphasis on bridges in “poor” condition**

Each Area Receives Funding Proportional to its Population



- Large urbanized areas – pop. Over 200k
- Mid-size urbanized areas – pop. 50k to 200k
- Small urban areas – pop. 5k to 49,999
- other areas – pop. under 5k

Highway Safety Improvement Program (HSIP) Changes

Suballocation: 25% based on population (STBG style)

- i. Large urbanized areas – pop. Over 200k
- ii. Mid-size urbanized areas – pop. 50k to 200k
- iii. Small urban areas – pop. 5k to 49,999
- iv. other areas – pop. under 5k



Project Selection:

- Populations >50,000, projects must be included in the TIP
- Populations <50,000 with RTPO, projects must be selected in cooperation with RTPOs
- Populations <50,000 and no RTPO, projects must be selected in consultation with local governments

States will not lose safety funding

Program	IJA (FY2026)	BASICS Act (FY2027)
HSIP	\$3.2 billion →	\$4.4 billion
HSIP Suballocated	\$0	\$1.1 billion (25%)

Transparency and Project Selection Improvements

Transferability



Expand exemption to suballocated funds under suballocated programs including, the HSIP, Carbon Reduction Program (CRP), and the new Strengthening Bridges Formula Program.



Make any HSIP funds that states do transfer, **first available competitively to local governments.**

Project Selection



Reaffirm that suballocated funding is **obligated only to projects that were selected by local or regional decision structures**

Metropolitan Planning Program (PL Funds)

- ✓ PL funding is set at 2.5%

PL IJA FY2026	PL BASICS Act
\$470 million	2.5% = \$1.4 billion

198% increase!

- ✓ 100% federal cost share
- ✓ Direct recipient status option
- ✓ Access to Financial Management Information System (FMIS)
- ✓ Expanded funding eligibility



MORE PL FUNDS



BETTER PROJECTS



STREAMLINED DELIVERY

Regional/Rural Transportation Planning Organizations (RTPOs)

There are currently few federally designated RTPOs across the country and those that exist rely on informal funding structures



The BASICS Act Would



Create a designated formula program to fund RTPOs



Create a competitive grant program for non-designated regional planning entities



Allocate \$300,000 annually to each RTPO



Provide a 100% federal cost share

BASICS Act FAQ

Does the BASICS Act Reduce State DOT Funding?

No. It increases State formula funding by 11% (\$5 billion) from FY2026 to FY2027.

Is the BASICS Act a Dramatic Shift in Policy?

No. It builds on IIJA's existing framework and maintains at least 22% of funding for local and regional partners.

Would the BASICS Act Slow Project Delivery?

No. It includes reforms, such as PL funding modernization, intended to accelerate delivery.

Can cooperation alone fix State-Local Challenges?

Experience suggests not entirely. While some collaborate effectively, many continue to face structural challenges under current law. BASICS provides tools to improve coordination while preserving successful partnerships.

Bottom Line: BASICS strengthens funding, preserves local access, supports the system, and improves delivery.



How Regions Can Support the BASICS Act



At Home	With Congress
 <p>Brief your Policy Board. Pass a resolution or send a letter of support.</p>	 <p>Provide educational briefings to congressional staff.</p>
 <p>Coordinate Unified Messaging across jurisdictions and industry</p>	 <p>Provide your delegation with data and local stories to explain impact.</p>
 <p>Invite your Members of Congress to the district.</p>	 <p>Participate in Washington, DC fly-ins to elevate your community's voice.</p>
 <p>Connect with your State DOT – educate on benefits states and regions.</p>	 <p>Meet with your congressional district office to educate them on the BASICS Act</p>

Regional voices are critical to shaping surface transportation reauthorization

Support the BASICS Act

BASICS Act Toolkit - shorturl.at/rDsvU



Briefing materials, templates, talking points, one-pagers, and more!



FROM ALTOONA, PA

The BASICS Act would empower cities, counties, and MPOs to compete more effectively for federal funding to repair the structurally deficient bridges in our communities. In Pennsylvania, we have far too many of them.

MAYOR MATT PACIFICO

FROM SOUTHEAST MICHIGAN

Southeast Michigan's transportation system faces the same challenges – safety, the condition of our roads and bridges, and reliable funding – as the rest of our state and the entire country. The BASICS Act prioritizes what is needed: reliable funding for a stable and locally-driven transportation planning process, which is the foundation of effective project delivery. This legislation will continue to bring much needed support to fix high-risk infrastructure and balance investment across the transportation system.

AMY O'LEARY, EXECUTIVE DIRECTOR, SEMCOG

CITY OF PITTSBURGH, PENNSYLVANIA

Infrastructure is one of the most critical needs of local government. More specifically, roads and bridge conditions impact public safety, economic development and walkability of a community therefore impacting quality of life.

The Basic Act would provide the opportunity for direct funding to local government entities effectuating easier long-range infrastructure planning and road and bridge investments. As a multi-term, small city mayor and member of the National League of Cities Board, I applaud Congressman Bresnahan and Congresswoman McDonald Rivet for their bipartisan sponsorship of this bill and recognition of the needs of local government and urge congress to pass this bill.

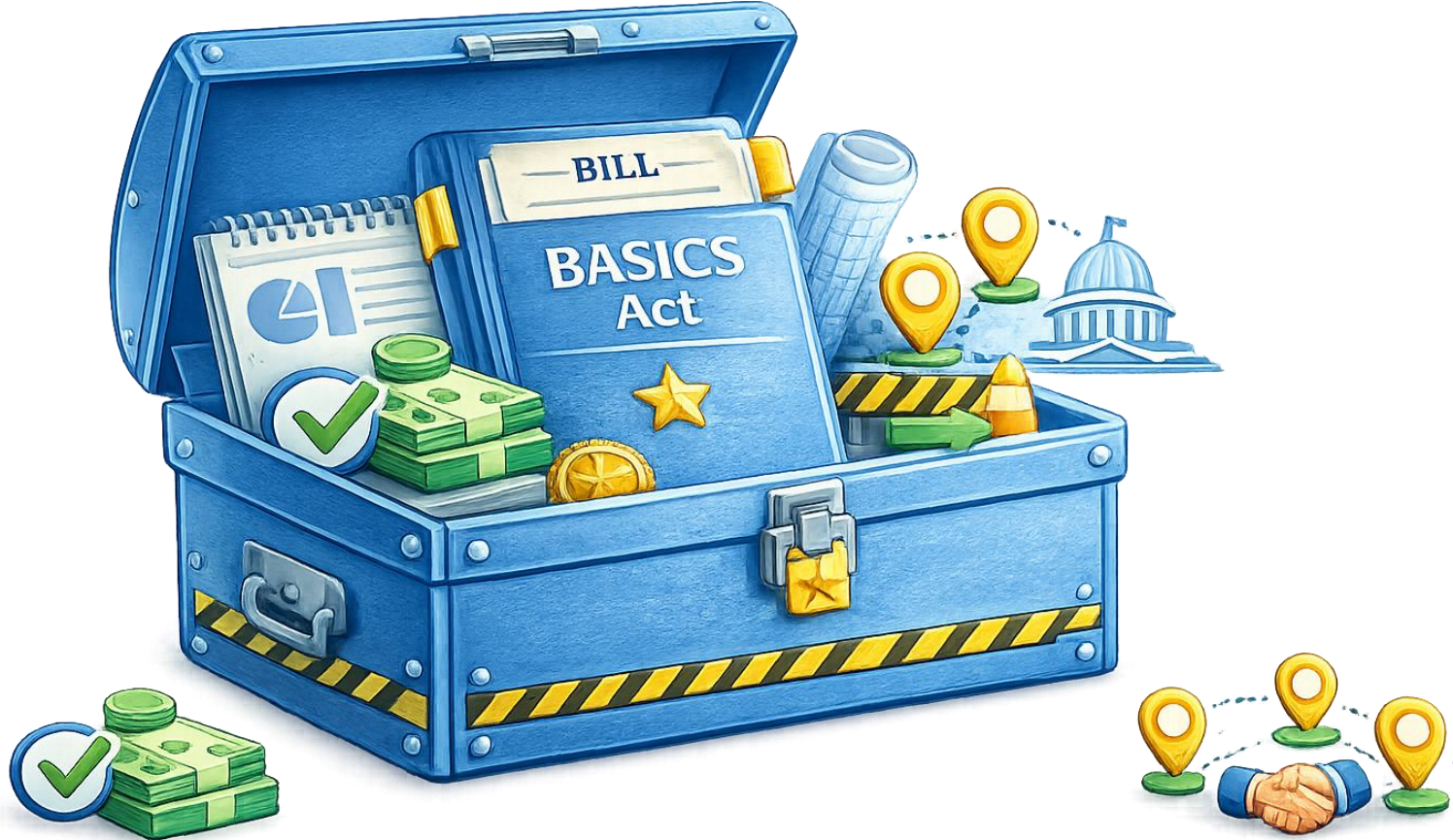
MAYOR MICHAEL A. LOMBARDO

FROM NORTHEAST PENNSYLVANIA

The Bipartisan BASICS Act is a strong step toward addressing Pennsylvania's real infrastructure needs. This legislation would deliver federal investment needed to keep people connected to health care, employment, education, shopping, and more,

BOB FIUME, CHAIRMAN LUZERNE COUNTY TRANSPORTATION AUTHORITY

Q&A



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